

CHAPTER 1

INTRODUCTION



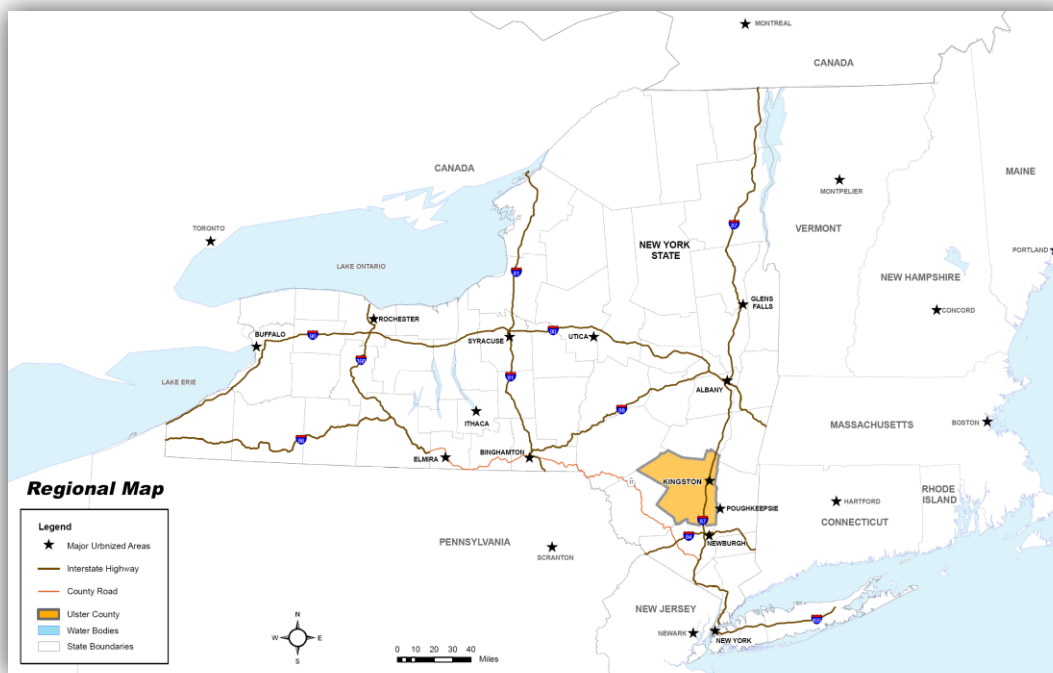
INTRODUCTION

The Ulster County Transportation Council's Long Range Transportation Plan (LRTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period from Federal Fiscal Year (FFY) 2011 through FFY 2035. The LRTP covers all major modes of transportation from a regional perspective, including highways, streets, bridges, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, the LRTP addresses transportation demand management, system management, safety, security and air quality conformity issues. The LRTP is prepared, updated and adopted by the Ulster County Transportation Council, which is comprised of Ulster County chief elected officials, and includes Federal and State transportation agency stakeholders. The LRTP is developed through a cooperative effort among government, business and public interest groups and includes a comprehensive public involvement program.

Overview of the UCTC

The Ulster County Transportation Council (UCTC) is the state designated metropolitan planning organization (MPO) for Ulster County and a portion of the Poughkeepsie-Newburgh Urbanized Area. Ulster County is located midway between New York City and Albany as shown on Figure 1-1. The Ulster County MPO planning area includes the entire county limits with a total population of approximately 177,000. The Kingston, New York Urbanized Planning Area Boundary identifies a population of more than 50,000 residents (see Figure 1-2).

Figure 1-1: Regional Context of Ulster County



The UCTC was designated by the Governor of New York as the MPO for the Kingston Urbanized Planning Area on April 30, 2003. The UCTC was formally organized with the adoption of Operating Procedures on June 4, 2003. The purpose of the UCTC is to build a consensus on local and regionally significant transportation, transit and non-motorized improvements. The UCTC has a voting membership comprised of six permanent voting members, seven alternating members representing fourteen municipalities, and one rural voting member representing seven rural municipalities. Non-Voting Advisory members include the Federal Highway Administration, Federal Transit Administration, NYS Bridge Authority and NYS Department of Environmental Conservation (see Table 1-1).

Figure 1-2: Kingston Urbanized Area Boundary



The UCTC is responsible for guiding the metropolitan planning process for Ulster County by coordinating information, tools and public input needed for improving and enhancing the transportation system. The metropolitan planning process is designed to foster involvement by all interested parties, such as the business community, special interest groups, environmental organizations, and the general public, through a proactive public participation process conducted in coordination with the NYSDOT and local transit operators.

Federal Policies and Requirements

The Federal Surface Transportation Assistance Act of 1973 requires the formation of MPOs for any urbanized area with a population greater than 50,000. A MPO is a transportation policy-making organization made up of representatives from local government and transportation authorities. MPOs were created in order to ensure that current and future funds for transportation projects and programs were based on a continuing, cooperative and comprehensive (3-C) planning process.

The U.S. Department of Transportation (USDOT) regulates MPOs and the metropolitan planning process. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide stewardship and oversight to MPOs to ensure MPOs fulfill USDOT requirements including the preparation of a long range transportation plan. Federal requirements identified within this section must be considered when updating the MPO Long Range Transportation Plan.

The following eight federal planning factors must be addressed during the MPO long range transportation planning process:

Table 1-1: UCTC Membership

Permanent Voting Members

Ulster County Executive, Chair
City of Kingston Mayor
Town of Saugerties Supervisor
Town of Ulster Supervisor
NYS Thruway Authority Executive Director
NYSDOT Commissioner, Secretary

Two-Year Voting Members (alternate biennially)

Village of Saugerties Mayor
Town of Hurley Supervisor*
Town of Rosendale Supervisor
Town of Esopus Supervisor*
Town of Lloyd Supervisor
Town of Marlborough Supervisor*
Town of Plattekill Supervisor
Town of Shawangunk Supervisor*
Village of Ellenville Mayor
Village of New Paltz Mayor*
Town of New Paltz Supervisor
Town of Wawarsing Supervisor*
Town of Woodstock Supervisor
Town of Kingston Supervisor*

**Current Voting Member to June 4, 2011*

7 as 1 Rural Voting Membership (Appointed by Ulster County Association of Town Supervisors)

Town of Denning Supervisor
Town of Gardiner Supervisor*
Town of Hardenburgh Supervisor
Town of Marbletown Supervisor
Town of Olive Supervisor
Town of Rochester Supervisor
Town of Shandaken Supervisor

**Current Voting Representative*

Non-Voting Advisory Members

Federal Highway Administration
Federal Transit Administration
NYS Bridge Authority
NYS Department of Environmental Conservation

1. Support economic vitality
2. Increase safety
3. Increase security
4. Increase accessibility and mobility options
5. Protect and enhance the environment
6. Enhance connectivity
7. Promote efficient system management and operations
8. Emphasize system preservation

In addition, the following federal requirements must be considered and/or incorporated into the development of the MPO long range transportation plan:

- Identify transportation facilities
- Must have a minimum horizon date of 20 years
- Include a discussion of types of potential environmental mitigation activities
- Consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan
- Identify operational and management strategies to improve the performance of transportation facilities
- Identify capital investment strategies
- Identify proposed transportation and transit enhancement activities
- Include a financial plan
- Coordinate with clean air act agencies
- Include public participation

Transportation plans must also address the requirements of Title VI of the Civil Rights Act of 1964 and the Environmental Justice Executive Order of 1997. In short, these requirements ensure transportation investments, services and benefits are fairly



distributed to all people, regardless of race, national origin or income and they have access to meaningful participation in the transportation planning process. Title VI and environmental justice in transportation programs is achieved through 1) Avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations; 2) Ensuring the full and fair participation in transportation decision-making process by all potentially affected communities; and 3) Preventing the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The National Environmental Policy Act of 1969 (NEPA) established a national policy to promote the protection of the environment in the actions and programs of federal agencies. The Metropolitan Planning Regulations require that projects funded with USDOT funding comply with NEPA requirements. The NEPA process is designed for transportation officials to make project decisions that balance engineering and transportation needs with the consideration of social, economic and environmental factors. This process allows for the involvement and input from the public, interest groups, resource agencies and local governments.

The NEPA process is intended to promote environmentally sound transportation decisions and cannot be used as a justification for decisions already made. Therefore, a coordinated approach between planning and project development contributes to the selection of transportation investments that reflect community needs, have benefited from an active public involvement process, and are sensitive to the environment. As projects are advanced through the planning and project development process, the NEPA requirements are addressed by the project sponsor, which in the UCTC region is usually the New York State Department of Transportation (NYSDOT) or local project sponsors.

In addition, certain additional federal requirements apply to the UCTC as a result of Ulster County sharing a larger urbanized area called a transportation management area (TMA) with Dutchess and Orange County MPOs. TMAs are defined as metropolitan areas with a population greater than 200,000. TMAs account for 182 of the 385 MPOs nationwide. The TMA for which Ulster County is a part of is formally called the Poughkeepsie-Newburgh Urbanized Area and locally referred to as the Mid Hudson Valley TMA.

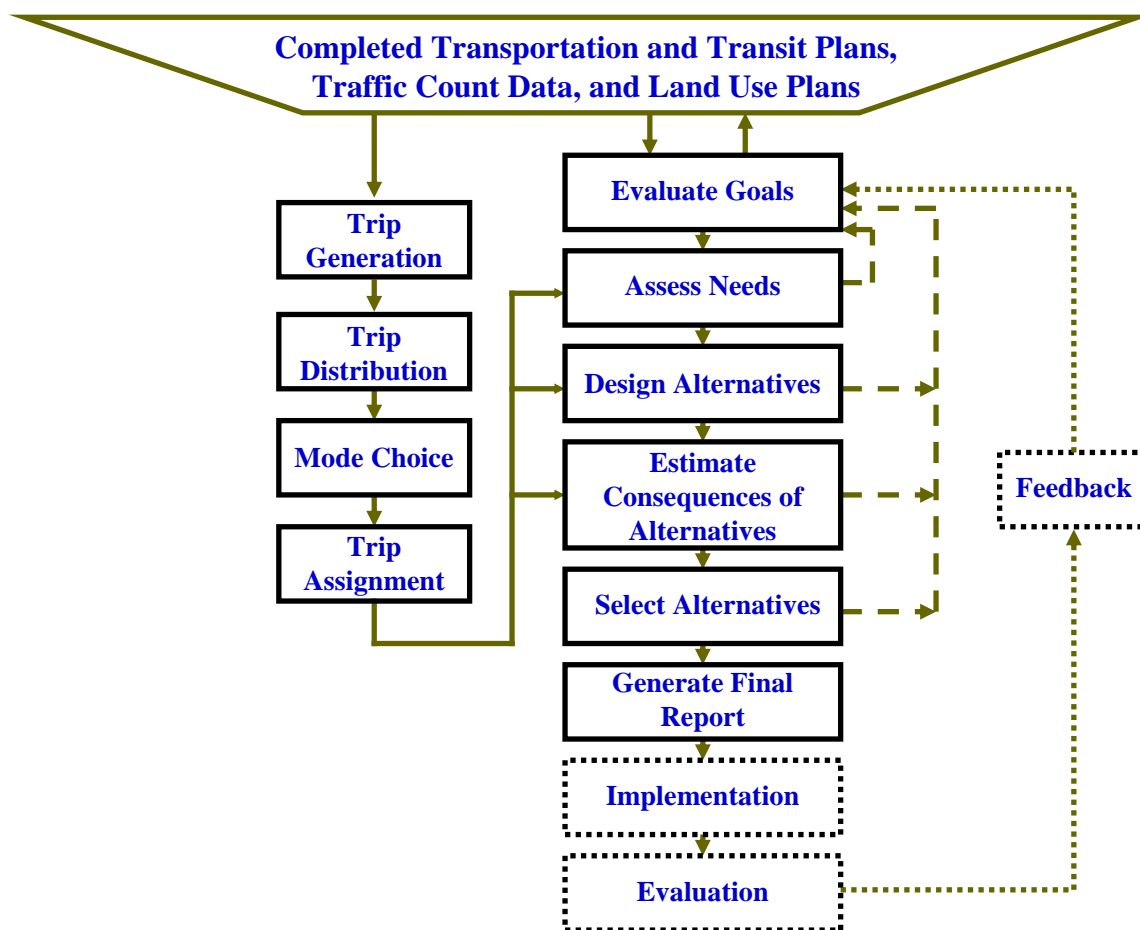
The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the most recent reauthorization of the nation’s surface transportation program, made several changes to metropolitan and statewide transportation planning provisions. Among the most significant changes was the updated requirement for a “congestion management process” (CMP) in TMAs, as opposed to “congestion management systems” (CMS). Additional capital and planning funds are allocated to Ulster, Dutchess, and Orange Counties to fulfill federal CMP requirements. A well-designed CMP should help the MPO to: 1) Identify congested locations; 2) Determine the causes of congestion; 3) Develop alternative strategies to mitigate congestion; 4) Evaluate the potential of different strategies; 5) Propose alternative strategies that best

address the causes and impacts of congestion; and 6) Track and evaluate the impact of previously implemented congestion management strategies. A Mid Hudson Valley TMA CMS Plan was developed in 2005 and updated in 2006. The Mid Hudson Valley TMA will need to update its CMP to comply with federal SAFETEA-LU requirements.

Long Range Transportation Planning Process

The foundation and framework for the UCTC's long range planning process is based on federal regulations and recently completed transportation and transit plans. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation requirements served as a key component to shaping the overall planning process. This legislation defines the roles and responsibilities of MPOs and federal and state transportation agencies. A key element of the planning process is the utilization of information and data collected from regionally significant Statewide, countywide, subregional and corridor studies and plans completed over the past five years. These plans and studies completed provide a wealth of information on Ulster County's transportation system. The UCTC Technical Committee served as the Advisory Committee for the LRTP's Update.

Figure 1-3: Long Range Transportation Planning Process



The UCTC's long range planning process shown in Figure 1-3 utilizes recently completed transportation and transit plans, traffic count data, and land use plans as inputs for the transportation planning process. On the left hand side of Figure 1-3, the traditional four-step transportation planning process (trip generation, trip distribution, mode choice, and trip assignment) is utilized using a computerized travel demand forecasting tool managed by UCTC staff. The travel demand modeling process is utilized to estimate and forecast the number of vehicle trips on Ulster County's roadway network. The four-step transportation planning process is linear, highly technical and is limited to identifying the number of trips generated and forecasted. It relies on other evaluative decision criteria to add value to its outputs. The outputs of the four-step transportation planning process serve as inputs to the right side of the transportation planning process. The four-step transportation planning process is often utilized independently of the overall long range planning process when conducting subarea and intersection studies.

The right half of Figure 1-3 helps to complete the overall long range planning process and meet federal requirements. The right side of the planning process, again, begins with the review and consideration of previously completed plans and data collected. Evaluating and assessing goals involves a simple assessment of how goals apply to modern and future needs and their consistency with other federal and state requirements and plans. Evaluating and assessing transportation and transit needs involves a comprehensive review of data collected; including outputs to the four-step transportation planning process, survey results and public comments received. Developing transportation alternatives involves formulating a range of projects to meet transportation and transit needs. Estimating consequences involves an assessment of benefits, costs, impacts to adjacent surroundings, and environmental justice considerations. Selecting alternatives involves the identification of alternatives or projects that are most feasible for implementation while maintaining fiscal constraint. A final report is then prepared summarizing the planning process and concluding with recommended financial and implementation plans. The long range planning process continues after the Plan's adoption with the implementation of key recommendations, the evaluation of progress, and modifying decisions and actions taken based on feedback generated from the evaluation process. Public involvement is incorporated at every stage of the long range planning process.

State Plans Recently Completed

In addition to USDOT planning requirements, several State of New York agencies and Authorities adopted policies and strategies that affect how transportation investments are directed and utilized in Ulster County. Below is summary of transportation-related State plans having long range transportation planning implications in Ulster County.

The NYSDOT completed its statewide transportation plan entitled "*Strategies for a New Age: New York State's Transportation Master Plan*" in 2006. The goal of the Plan is to lay the foundation for substantive and demonstrable progress in each of the Priority Result Areas (PRAs). The NYSDOT Master Plan identifies the following PRAs:



- Mobility and Reliability
- Safety
- Security
- Environmental Sustainability
- Economic Competitiveness

Future planning and investment strategies will be directed at supporting the State's critical corridors in their roles of moving people and goods to their destinations both within and outside New York State. The highest priorities in the State will be largely determined by examining the needs of designated corridors and their component facilities.

The NYSDOT completed its "*New York State Rail Plan: Strategies for a New Age*" in 2009. The State Rail Plan describes strategies and initiatives aimed at reversing past disinvestment in rail infrastructure and building a rail system to effectively fulfill its critical role in the State's multimodal transportation network. The State Rail Plan identifies the New York's rail infrastructure needs to 2030 and outlines recommended future rail passenger and freight investments.

The NYSDOT completed its *New York State Strategic Highway Safety Plan (SHSP)* in 2010. The purpose of the SHSP is to promote best practices and strategies that, if implemented, could have a substantial impact on reducing fatal and injury crashes in Ulster County. The SHSP, developed under the requirements of SAFETEA-LU legislation, offers the state the opportunity to advance transportation safety programs and partnerships. Collectively pursuing changes to institutional relationships will allow New York to improve safety for all users of the system, integrate new technologies, manage risk, and maximize the use and safety of all modes of transportation.

The NYSDOT 2008 *New York State Airport System Plan (SASP)*, updated in 2009, establishes a vision for the statewide system of airports required to meet New York's future air transportation needs. In this regard, the SASP provides a foundation for the strategic planning and future development of the airport system. The SASP presents the outcome of a system planning process that has been aligned with the goals and objectives of the NYSDOT *Strategy for a New Age: New York State Transportation Master Plan for 2030*. The SASP helps in evaluating programming actions on airport system and airport facility deficiencies and provides a foundation for multimodal planning efforts and future discussion on costs and funding. These planning efforts will emphasize both the connections among modes and the use of alternative modes to integrate planning and to identify priorities.

The NYSDOT produced several intelligent transportation system (ITS) planning reports relevant to Ulster County. The *Lower Hudson Valley ITS Early Deployment Planning Study*, completed in 1998, provides the framework for future implementation of ITS in the Lower Hudson Valley area. The focus of the planning study is the regional freeway system, major arterial routes and the regional transit system. While the study area did not formally include Ulster County, many ITS-related concepts and applications have been

deployed in Ulster County including permanently installed changeable message signs on 9W and the NYS Thruway, pedestrian countdown timers, 511 New York, Trips 123, and EZ Pass.

Another ITS report was prepared by New York MOVES (Mobility, Operations, Vehicular System, Environment, and Safety) entitled *ITS Program Status Report*, which is updated semiannually by the NYSDOT Systems Optimization Bureau. This Report identifies Ulster County to be part of the Hudson Valley/Poughkeepsie Region ITS Program and provides an updated status on local & regional ITS implementation efforts. The focus of the Hudson Valley/Poughkeepsie Region program is the Hudson Valley Transportation Management Center (HVTMC), a 60,000 square foot facility dedicated to Incident and Traffic Management, based on interagency cooperation and coordination. The HVTMC became fully operational beginning in October 2004 and is located in Hawthorne, NY (Westchester County).

The *New York State Energy Plan* was initially developed in 2002 and updated in 2009. By Executive Order, Governor David A. Paterson created the State Energy Planning Board in April 2008. The Governor charged the Board with analyzing a broad range of matters related to the State's energy systems, including, but not limited to, the reliability of delivery networks for electricity, natural gas and petroleum products and the interrelated effects of New York's production and use of energy on the State's economy, environment and transportation systems. The Board also addressed the impacts of energy production and use on public health, particularly among the State's most vulnerable populations. The Governor's 2009 Energy Plan contains policies, programs and strategies that address these matters over the 2009 through 2018 planning horizon.

The NYSDOT led a major study effort called the *I-87 Multimodal Corridor Study Strategic Plan (2006)* as a proactive response by New York State to address the growth in trade and tourism that has placed increased demands on the corridor. The Primary Study Area was identified as being from Albany north to the border of Canada. Ulster County was identified as being in the Secondary Study Area. No study conclusions or recommendations were specific to the I-87 Corridor in Ulster County. An I-87 Corridor Study continuance to include the Mid Hudson Valley and Ulster County has not been initiated.

The New York State Thruway Authority (NYSTA) completed the *New York State Thruway Mobility and Modernization Study Report* in 2008. This Study was undertaken as a high-level planning initiative to investigate the potential future of toll collection on the Thruway system. None of the alternatives presented within the Report are funded under the NYSTA's current capital funding plans; as such, the Study was conducted to assess the myriad of toll collection and transportation/mobility alternatives and to serve as a potential blueprint for the future of toll collection. In the past five years, the NYSTA has expanded and upgraded New Paltz and Kingston toll plazas to facilitate higher speed EZ Pass capabilities.

The New York State Bridge Authority's (NYSBA) capital plans over the next twenty years are to continue maintaining the existing infrastructure for the Mid Hudson and Kingston-Rhinecliff Bridges. Major capital improvements include the replacement of suspenders on the Mid Hudson Bridge in 2018, replace the Mid Hudson Bridge deck in 2023, and add pier protection for ship collision for both bridges in 2024 and 2026. In 2006, the NYSBA installed an additional toll gate at the Kingston-Rhinecliff Bridge toll plaza, which significantly reduced eastbound travel delays on Route 199. No vehicle capacity expansion improvements are planned for either Hudson River Bridge over the next 20 years.

Local and Regional Plans Recently Completed

Over the past five years, a total of seventeen (17) regional, subarea and corridor-related transportation studies were completed in Ulster County. The Plans each involved extensive data collection, analyses and public outreach. The following completed studies will help serve as a basis for the LRTP's update and recommendations.

A Town of Ulster's *Washington Avenue Corridor Study* was completed in 2005 as a result of a sewer district expansion policy adopted by the Town. The Study was an analysis of corridor, intersection and access management improvement needs as a result of the sewer district's future expansion. The Study area involved the Washington Avenue Corridor between the City of Kingston/Town of Ulster municipal line to the Route 28/I-587 roundabout intersection area. Study area recommendations include the need for an improved intersection at Sawkill Road and a high level of access restriction given the increase in traffic generated from new development.

The UCTC completed the *Ulster County Fixed Route and Public Transportation Coordination and Intermodal Opportunities Analysis* (Study) in 2005. The Study was designed to address issues which reflect the current nature of public transit service and identify opportunities for the future. The Study included the development of proposals to improve public transportation services that are currently provided by several carriers that operate within and beyond Ulster County. Key recommendations include the need for a Kingston Area Intermodal Facility, the need for Kingston Citibus to simplify its routes, and for Ulster County Area Transit to increase frequency and span of service. Many of the recommendations have been implemented since the Report's completion.

Similar to the Town of Ulster's *Washington Avenue Corridor Study*, the City of Kingston completed its version of a Washington Avenue study called the *Washington Avenue Corridor Access Management Plan* in 2006. The work included a study of the existing and future traffic volumes, signal warrant analysis, traffic simulations, and an investigation of potential service road connections. The Study area involved the Washington Avenue Corridor between the City of Kingston/Town of Ulster municipal line to the North Front Street intersection area. Key recommendations include the need for updated and coordinated traffic signals within the corridor, a new traffic signal is warranted at Patroon Drive (near Dutch Village apartments), and the Ulster County owned Ulster & Delaware Railroad tracks must remain in place at grade.



The *New Paltz Transportation and Land Use Study*, completed in 2006, was a comprehensive review of transportation needs and issues within the Village and Town of New Paltz. The Study grew out of a set of meetings that took place in the mid-1990s between the Town and Village of New Paltz, SUNY New Paltz, and the New York State Department of Transportation (NYSDOT) concerning congestion on Main Street (Route 299). As a possible remedy to congestion, there was interest and prior feasibility studies regarding a connector roadway linking South Putt Corners Road, Route 32, and Route 208 at a point south of the SUNY New Paltz campus. Final study recommendations include upgrading existing roads, building a new access road to the Thruway, redesigning intersections, land use zoning changes to encourage growth centers, sidewalk improvements, enhance public transit operations and facilities, modify parking regulations, and implement access management improvements. A Study implementation committee is working with NYSDOT to implement the recommendations.

Mid Hudson Valley Transportation Management Area (TMA) staff produced a *Congestion Management System (CMS) Report* in 2005, as required by federal law. The CMS Report was prepared by TMA staff (aka Ulster, Dutchess and Orange County MPO staff) and identifies a CMS action plan for implementation. Key strategies recommended include 1) implementing Congestion Mitigation and Air Quality Improvement (CMAQ) program strategies, 2) implement intersection improvement programs, 3) implement recommendations from the NYS Association of MPO's Congestion Management Process (CMP) Options Report, 4) promote sustainable land use practices, 5) expand travel options, and 6) integrate strategies with NYSDOT's Intelligent Transportation System (ITS) architecture. A follow up report entitled *Step 2: Congested Roads* was completed in 2006 by TMA staff. This Report updates the location of moderately and severely congested roads in Ulster, Dutchess and Orange Counties.

The UCTC completed the *Ulster County Public Transportation Integration Analysis Report* in 2006 to identify and assess the different levels of service integration between Kingston Citibus and Ulster County Area Transit (UCAT). The Report identifies the following possible alternatives: 1) Do nothing, 2) Establish a Coordination Council, 3) Reassign Functions, 4) Consolidation, and 5) Transit Broker. Evaluation matrices were developed to help assess the benefits of each alternative. The Report concludes with a recommendation for an incremental approach to be undertaken beginning with the establishment of a Coordination Council. Based on the success of the Coordination Council, a longer term strategy, either the Consolidation or a Transit Broker alternative, is recommended.

The UCTC completed the *Ulster and Delaware Railroad Corridor Rail + Trail Feasibility Study* in 2006. The purpose of this Study was to assess the feasibility of the railroad corridor and trail coexisting within the corridor's right of way simultaneously. The study area included the entire 40 mile Ulster and Delaware Railroad Corridor in Ulster County (Kingston Point Park at the Hudson River to Highmount at the Ulster/Delaware County line). The Study concludes that it is not feasible to operate both a trail and train together within the entire corridor due to right of way topography constraints.



Key recommendations emerging from this Study include 1) Preserve the right of way, 2) Conduct an engineering assessment, 3) Pursue early “win” projects, 4) Initiate fundraising and grant writing initiatives, 5) Set up a maintenance endowment, and 6) Establish public-private non-profit partnerships.

The UCTC completed the *City of Kingston Route 32 at Fair Street Intersection Study* in 2006. The Route 32 at Fair Street intersection is a six-legged, five-way stop intersection in need of traffic control improvements. The Report identifies a range of short- and long-term alternatives for analysis and consideration. A single lane roundabout was shown to be the most effective solution and recommended as the preferred long-term alternative.

The UCTC completed the *City of Kingston/Town of Ulster Quiet Zone Study and City of Kingston Pedestrian Safety and Mobility Analysis* in 2006. The purpose of this Study was to 1) assess the feasibility and costs of implementing a railroad corridor Quiet Zone which includes twelve public at grade crossings within the City of Kingston and Town of Ulster, and 2) perform a pedestrian safety and mobility analysis in the City of Kingston, with regard to six grade crossings. The Report identifies a series of Quiet Zone technology alternatives ranging from the most expensive (four quadrant gate systems) to the least expensive (wayside horns and closed crossings). The Report also identifies and assesses costs for pedestrian safety and mobility improvements such as the establishment of pedestrian “wait” stations and pedestrian over/underpasses.

The UCTC completed the *Saugerties Area Mobility Analysis (SAMA) Report* in 2007. The SAMA Study was a collaborative process involving a variety of stakeholders and the Public. Priority projects emerged as a result of this Study to include the need for: 1) Main Street/Partition Street traffic signal and intersection improvements, 2) Increased parking fees with improved parking enforcement and establishment of truck loading zones, 3) Enhancements within the Village including high visibility crosswalks, period street signs and street lights, benches, and street trees, 4) Adoption of access management overlay zoning for the Route 32 and Route 9W corridors, 5) Bridge location analysis and improvements to east-west connection south (Glasco Turnpike), 6) Improve east-west connection north of Village (Malden Turnpike), 7) Reduction of at-grade rail crossings, 8) Prioritized pedestrian linkages, 9) Implement intersection and park ride lot improvements at the NYS Thruway Exit 20 southbound ramps at Route 32, 10) Route 9W/Route 32 intersection and pedestrian improvements south of the Village.

The UCTC completed the *Ulster County Non-Motorized Transportation Plan* in 2008. The purpose of this Plan was to develop a county-wide plan that includes strategies for promoting and implementing non-motorized transportation solutions. The Plan provides policy guidelines and project recommendations to promote and implement a county-wide non-motorized transportation system. It identifies existing and potential commuter and recreational corridors, provides concept plans for priority projects, and recommends potential programs for encouragement, education and enforcement. Key recommendations emerging from the Plan include 1) the identification of next phase projects, 2) Funding sources and resource agencies, 3) Establishing a non-profit entity, 4) Continuation of the Non-Motorized Transportation Advisory Committee (NTAC), 5)



Establish maintenance agreements, 6) Establish and maintain a central trail data warehouse, 7) Consider holding an annual trail event, 8) Coordinate trail development activities with the 2009 Hudson River Quadricentennial, 9) Adopt a Complete Streets Policy, 10) Develop and implement educational, enforcement and encouragement programs.

The UCTC completed the *Ulster County Integrated Advance Train Detection and Arrival Prediction Implementation Plan* in 2008. The CSX railroad corridor (West Shore Railroad Corridor) in Ulster County was determined to be particularly problematic for emergency responders and the traveling public along and near the Hudson River. The problem is most evident in the areas of the City of Kingston, Town of Ulster and Saugerties areas whereby the single main line West Shore railroad track winds its way inland impacting an urbanized area. Trains frequently slow or temporarily stop throughout the corridor often blocking several major local and regional corridors. This problem greatly affects the reliability of the transportation system including emergency responders, pedestrians, and public transit. A total of six system alternatives were explored and evaluated. The Report recommends Doplar radar technology and detectors positioned throughout the West Shore railroad corridor in Ulster County based upon a benefit/cost analysis performed. The Report also recommends an initial testing of the concept in the Kingston area before countywide deployment.

The UCTC completed the *City of Kingston Intermodal Facility Site Location and Conceptual Design Analysis Report* in 2008 with *Addendum #1* to the Report completed in 2010. As was the case in the 2005 *Intermodal Opportunities Analysis Report*, the public transportation system in Ulster County continues to be somewhat problematic, specifically due to the complexity of coordinating the goals and operations of multiple transit providers over a large geographic area. The existing intermodal facilities (Hannaford Plaza and Trailways Bus Station) in Kingston lack the space and design elements to properly handle present operational needs. Looking ahead, growing ridership fueled by rising gas prices, as well as proposed bus route expansions, will only serve to exacerbate the need for a centralized transit hub in the Kingston area. The initial Report recommends two intermodal facility sites to advance to the design stage where a preferred site can be further analyzed and recommended. The sites initially recommended include the existing Trailways Bus Station site (S1) and a site adjacent to the I-587/Route 28/Thruway roundabout in the Town of Ulster (S8). Public meetings on these recommendations were not well received. The Public expressed concerns about flooding issues at the S8 site and the recent sale of properties adjacent to the existing S1 site for a new CVS Pharmacy. The S1 site needs to acquire adjacent properties to meet the minimum expansion requirements needed for a Kingston Area intermodal facility to function properly. As the Study concluded it became increasingly apparent that a viable site that had community and agency consensus had yet to be found.

Near the completion of the *City of Kingston Intermodal Facility Site Location and Conceptual Design Analysis Report*, the City of Kingston requested the Ulster County Transportation Council consider the former Uptown Parking Garage site on North Front Street as a possible candidate for a Kingston Area intermodal facility. As a result of this

request, additional study work was performed and an addendum to the initial Report was prepared. *Addendum #1 Final Report* identifies the former Uptown Parking Garage site to be a workable site although having unique constraints and the need to take adjacent properties to enable the site to function properly. Additionally, construction of a Kingston Area intermodal facility at the former Uptown Parking Garage site is estimated to cost approximately \$31 million, which is the highest probable cost estimate of any previous site analyzed. The *Addendum #1 Final Report* concludes that the existing Trailways Bus Station (S1), the I-587/Thruway roundabout area (S8), Hannaford Plaza ball field (S11), and former Uptown Parking Garage (S14) sites are all closely ranked and can/could all be considered for advancement to design. The highest ranked site in the *Addendum #1 Final Report* is the Hannaford Plaza ball field site (S11).

The UCTC completed the *Marlboro Hamlet Area Transportation Plan* in 2008. The *UCTC's Year 2030 Long Range Transportation Plan* identifies the Hamlet of Marlboro in need of mobility and streetscape improvements. The Town of Marlborough and the Ulster County Transportation Council (UCTC) developed the Plan to build upon previously identified needs. The goal of the study was to develop a transportation plan that minimizes the impacts to traffic operations, reduces local and regional congestion, enhances regional and local mobility options, addresses quality of life issues, promotes economic vitality, and preserves the historical character of the community. The Plan identifies and evaluates a range of potential land use and transportation improvements with a focus on pedestrian and bicycle accommodations, traffic operations, economic vitality, and preserving the historic character of the community. The Plan identifies six U.S. 9W at Western Avenue intersection alternatives and recommends Alternatives #2 and #6 for design consideration.

The UCTC completed the *Ulster County Coordinated Public Transit – Human Services Transportation Plan* in 2008 (updated in 2010). The Plan identifies the transportation needs of specific populations under the Elderly and Disabled Transportation Program (Section 5310), Job Access and Reverse Commute (JARC), and the New Freedom initiatives, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation strategies. The Plan's identified top priorities include programming available Section 5310 funds to needy and eligible applicants on a "first come, first served" basis. The Plan also recommends programming available Section 5316 and 5317 funds first for Ulster County Area Transit and RSVP, and then to other needy and eligible applicants on a "first come, first served" basis. The Plan further recommends implementing the recommendations emerging from each of the following Reports: *Intermodal Opportunities Analysis Final Report* (2006), the *Public Transportation Integration Analysis Final Report* (2006), and the *City of Kingston Intermodal Facility Site Location and Conceptual Design Analysis Report* (2008).

The UCTC completed the *City of Kingston Uptown Stockade Area Transportation Plan* in 2009. Existing traffic control and pedestrian signals in the Uptown Stockade area were determined to be unconventionally timed, not functioning properly, or outdated. The combination of two-way and an inconsistent pattern of one-way streets, as well as the non-standard designs of some intersections, are confusing and, in some cases, hazardous

to motorists and pedestrians. Despite the Uptown Stockade's historic appeal, poor access to and circulation within the area may be deterring travelers from shopping, dining, or visiting the Uptown Stockade District.

The Plan identified a range of improvements for implementation including traffic signal controller upgrades to allow area wide coordinated traffic signal timing to improve traffic flow while providing sufficient pedestrian crosswalk timing. Other recommended improvements included street directional changes to improve access to and circulation within the Uptown Stockade Area, parking enforcement, improved way finding signage to municipal lots, and the implementation of a signage and streetscape program.

The UCTC completed the *Ulster County Commuter Parking Facilities Capacity Analysis and Needs Assessment Report* in 2008. This report identifies and documents capacity and other needs for Ulster County's eight commonly known park and ride facilities. The park and ride facilities located near NYS Thruway Exits in the Towns of Ulster and Saugerties are in need of near-term improvements to address capacity needs.

In summary, the Ulster County Transportation Council (UCTC) was established in 2003 to help Ulster County meet the requirements for regional transportation planning and programming. Membership of the UCTC is comprised of chief elected officials and transportation agency staff members throughout Ulster County, State of New York and U.S. Department of Transportation. The UCTC also shares a larger transportation planning area called the Mid Hudson Valley Transportation Management Area (TMA) with Dutchess and Orange Counties. TMAs are required to develop Congestion Management Processes (CMP) and integrate with the MPO long range transportation plan. The UCTC's long range planning process is rational, multifaceted, and comprehensive. A number of completed State, regional and local transportation and transit plans and studies will help serve as a basis for the UCTC's Year 2035 Long Range Transportation Plan Update.

